

[001] ELECTRICALLY-POWERED AXLE WITH WHEEL HUB DRIVE

[002] This application is a national stage completion of PCT/EP2004/006305 filed June 11, 2004 which claims priority from German Application Serial No. 103 30 690.0 filed July 8, 2003.



[003] FIELD OF THE INVENTION



[004] The present invention concerns an electric axle with wheel hub drive in accordance with the preamble of patent claim 1.



[005] BACKGROUND OF THE INVENTION



[006] Electric axles with wheel hub drive are known from the state of the art. Wheel hub drives are usually used in industrial motor vehicles and omnibuses as they have the advantage in comparison with flat-type wheel or beveled wheel drives that the transmission, drive motor, brake and wheel are arranged in the smallest space. Furthermore, chassis without continuous axle shafts are made possible through the use of wheel hub drives.

[007] Usually asynchronous machines, which include a stator and a rotor are used as wheel hub drives according to the state of the art. Here the rotor is constructed as a cage rotor and as a rule consists of electrically conductive aluminum which is shaped into the rotor in the form of a die casting. Asynchronous machines are highly used motors which require corresponding cooling due to the high heat development.

[008] In German Patent DE 199 05 539 A1 by the Applicant, an asynchronous machine of the type described at the beginning is described into which a heat exchanger of the coolant used in the asynchronous machine is incorporated for the purpose of optimized cooling.

[009] A great amount of heat is also emitted by the bearings and gearings arranged in the closest space in addition to the electric motor as a source of heat. In addition, a special rim with a larger bolt hole is used, the dissipation of heat into

the environment is additionally reduced since, in this case, less space is available for the ventilation holes.

[010] Moreover, the brakes or the brake disks prove to be a significant additional source of heat. Accordingly, situations often arise in which the heat developed cannot be completely given off into the surroundings due to the compact construction, so that problems arise which can negatively influence the function and lifetime of a wheel hub drive.

[011] The present invention is based on the objective of representing an axle with wheel hub drive through which the disadvantages of the state of the art mentioned are avoided. In particular, an optimal cooling of the wheel hub drive should be guaranteed.

[012] ~~———— This objective is accomplished by the features of patent claim 1. Further configurations and advantages proceed from the dependent claims.~~

[013] SUMMARY OF THE INVENTION

[014] It is proposed to configure the axle such that an external cooling is incorporated into the wheel head. Using the cooling fluid of the electric motor of the wheel hub drive to cool the wheel head is proposed in the frame of a preferred embodiment of the present invention.

[015] Liquid cooling can most effectively take place in the vicinity of the wheel bearing since this position has a large surface. In this way, a good transfer of heat from metal to cooling fluid is made possible.

[016] The wheel head is very effectively cooled at a suitable place through the design of the invention. Furthermore, the solution proposed here is economical since an already available cooling fluid circuit is used and extended as needed.

[017] BRIEF DESCRIPTION OF THE DRAWINGS

[018] ~~The invention will be explained in greater detail on the basis of the appended Figures below, wherein~~ now be described, by way of example, with reference to the accompanying drawings in which:

[019] Fig. 1 shows a three-dimensional view of a preferred embodiment of an axle with wheel hub drive of the invention, and

[020] Fig. 2 shows a sectional view of an embodiment of an axle with wheel hub drive in accordance with the invention.

[021] DETAILED DESCRIPTION OF THE INVENTION



[022] An axle 1 of the invention is depicted in Fig. 1, which includes two wheel heads 2 which respectively contain an electric motor 3, brakes 4 and a wheel bearing 5 for wheels 6 cooled with cooling fluid.

[023] In accordance with Figs. 1 and 2, two channels 8, 9 are provided in a neck 7 of a motor housing 11 into which the cooling fluid in the wheel head 2 is fed and carried away. In a hub mounting 12 of the respective wheel head 2, the cooling fluid is fed directly into an annular cooling fluid channel 10 provided in accordance with the invention inside the wheel bearing 5, whereby the cooling fluid flows annularly inside the wheel bearing 5 until recirculation. As can be gathered from Fig. 2, a metal sheet 13 is provided for separation of oil and cooling fluid. Furthermore a rotor 14, a stator 15, a winding overhang 16 and a spiral-shaped jacket 17 for cooling the electric motor 3 are illustrated in Fig. 2.

[024] In an especially advantageous embodiment, the cooling water circulation is constructed such that the cooling fluid first flows into the wheel head 2 through a feed pipe 18 or cooling water inflow in the wheel head 2 and from there flows through one connecting channel 19 into the other, so that a cooling water inflow and cooling water recirculation line are required on the part of the motor vehicle. The cooling water recirculation line is provided with the reference number 20 in Fig. 1.

Reference numerals

- 1 axle
- 2 wheel head
- 3 electric motor
- 4 brake
- 5 wheel bearing
- 6 wheel
- 7 neck of the motor housing
- 8 channel
- 9 channel
- 10 annular cooling water channel
- 11 motor housing
- 12 hub mounting
- 13 metal sheet for separating oil and cooling fluid
- 14 rotor
- 15 stator
- 16 winding overhand
- 17 spiral-shaped jacket
- 18 feed pipe
- 19 connecting channel
- 20 cooling water recirculation channel